Proposed Changes: Public Hearing Notice

**MTS must reduce its operating budget due to a loss of State Transit Assistance funding and lower tax revenues.** Almost half of the MTS operating budget comes from sales tax and other government subsidies. Over the past three years, this revenue has dropped by more than 43 million dollars. To balance its budgets, MTS has increased fares, increased advertising revenues, reduced service, eliminated about 20 percent of all management positions and reduced internal costs. Unfortunately sales tax revenues continue to drop and MTS must again reduce its operating costs by reducing its services.

**SUMMARY OF PROPOSED SERVICE REDUCTIONS**
Rather than raise fares or pass prices, the MTS Board of Directors will consider a proposal on December 10 to reduce the overall scope of transit services, primarily on Sunday. This will include the reduction of frequency on Sunday routes and the elimination of many Sunday routes. The proposal will also include some reductions in Saturday service, primarily to route frequencies and length, and some additional adjustments to weekday service. The goals of the proposal are to maintain the core network of weekday and Saturday service, retain service on the major corridors on Sunday, and impact as few riders as possible. Ridership on Sundays is about one-half that of weekdays. **If approved by the MTS Board of Directors, these changes would take effect starting February 28, 2010.**

**MTS WANTS YOUR INPUT**
Members of the public are invited to provide input on any of the proposals detailed below. The MTS Board of Directors will consider all public input prior to making a decision. There are several ways to provide comments:

1) Public Testimony at the **PUBLIC HEARING**, **Thursday, December 10, 2009, 9:00 a.m.**: 1255 Imperial Avenue, 10th Floor (at the 12th/Imperial Transit Center), San Diego, California 92101
2) Telephone Hotline Voicemail: (619) 595- 4912
3) E-mail: **mts.planning@sdmts.com**
4) U.S. Mail: **MTS Public Hearing Comments**, 1255 Imperial Avenue, Suite 1000, San Diego, California 92101

**PROPOSED WEEKDAY CHANGES**

Most weekday changes would be minor. More significant proposals are listed below (routes not listed have no proposed changes):

Route 2: Frequency would be reduced to every 20 minutes.
Route 7: Frequency would be reduced to every 15 minutes.
Route 8/9: Frequency would be reduced to every 30 minutes except during summer.
Route 10: Frequency would be reduced to every 20 minutes and the eastern terminal would be moved to the City Heights Transit Plaza (University Avenue at the 15 freeway).
Route 11: Frequency would be reduced to every 30 minutes.
Route 15: Frequency would be reduced to every 20 minutes.
Route 20B: Service north of Fashion Valley would be reduced to an hourly frequency.
Route 27: Service would operate approximately every 90 minutes, between Pacific Beach and Convoy Street only.

Route 30: The southern terminal would be moved to Old Town. Also, the northern terminal would be moved to the VA Medical Center. Route 30 service would continue to UTC only after 10 p.m.
Route 41: The northern terminal would be moved to UTC. (No Route 41 Saturday service to UCSD).
Route 88: Frequency would be reduced to every 60 minutes.
Route 105: Frequency would be reduced to every 60 minutes and the northern terminal would be moved to Clairemont Square. Saturday Route 105 service north of Clairemont Mesa Boulevard would be discontinued.
Route 874/875: Frequency would be reduced to every 60 minutes and service to Granite Hills area would be discontinued after 6 p.m.
Route 955: Some early morning and evening trips reduced.
Route 967/968: Frequency would be reduced to every 120 minutes on each route.
Route 992: Frequency would be reduced to every 30 minutes. Service would end at approximately 11 p.m.

## PROPOSED SATURDAY CHANGES

Saturday reductions would be primarily the frequency of service, but some routes would be shortened. The list below includes proposed Saturday changes (routes not listed have no proposed changes):

Route 2: Midday frequency would be reduced from 12 to 15 minutes, and the downtown terminal would be moved to America Plaza (same as current weekend terminal) instead of Ash Street/Harbor Drive.
Route 20: Midday express trips between Downtown and Kearny Mesa would be discontinued. Also, midday service north of Mira Mesa would be reduced to hourly. Rush hour service not affected.
Route 30: Route would be shortened at Old Town after 7 p.m. (no Rt 30 to downtown at night).
Route 50: Several trips in each direction of Route 50 would be discontinued. Midday service would still be hourly, but some rush hour service would change from 15 minute to 30 minute frequency.
Route 210: Downtown terminal would be moved to America Plaza instead of Ash Street/Harbor Drive.
Route 854: Frequency would be reduced to every 60 minutes.
Route 860: The last northbound trip of the evening would be discontinued.
Route 874/875: Service to Granite Hills area would be discontinued.
Route 880: Route would be changed to serve Downtown instead of Sorrento Valley and UTC.
Route 916/917: Frequency would be reduced to every 60 minutes on the entire route.
Route 929: Downtown terminal changed to City College Trolley Station (same as current weekend terminal).
Route 992: Service would end at approximately 11 p.m.
Blue Line: Rush hour service would be reduced by two trips each in the morning and afternoon. Also, late service to/from Old Town would be reduced (last southbound departure would be approximately 12 midnight).

## PROPOSED SUNDAY CHANGES

Proposed Sunday service would include fewer routes, most of which would operate at lower frequencies and for fewer hours during the day.

**THE FOLLOWING ROUTES WOULD BE ELIMINATED ON SUNDAYS: 6, 27, 88, 115, 701, 704, 705, 709, 712, 832, 833, 845, 848, 854, 855, 856, 872A, 904, 905, 916, 917, 921, 923, 928, 962, 965, 967, and 968.**

The routes listed below would operate on Sundays and holidays. All will have changes to the frequency, routing, or span of service. All other routes not shown below would not operate on Sundays or holidays. Sunday routes would be:

Route 1: Sunday routing would be shortened to end in downtown La Mesa, with no continuing Sunday service to Grossmont or Amaya. The Sunday span of service would be reduced to operate approximately from 7 a.m. to 8 p.m.

Route 2: Sunday routing would be extended on the north end to travel into Normal Heights, east on Adams Avenue between 30th Street and the 15 Freeway. Sunday frequency would be reduced to every 30 minutes. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 10 p.m.

Route 3: Sunday routing would be shortened to end in downtown San Diego, at City College Trolley Station, using 10th and 11th Avenues to/from Market Street. Service in Bankers Hill and Hillcrest would be provided on Route 120, which would make all local stops on 4th and 5th Avenues. The closest alternative service for UCSD Medical Center would be Route 10 on Washington Street. The Sunday frequency on the remaining Route 3 segment would be reduced to every 60 minutes. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 4: No Sunday routing changes proposed. Sunday frequency would be reduced to every 60 minutes. The Sunday span of service would be reduced to operate approximately from 7 a.m. to 7 p.m.

Route 5: No Sunday routing changes proposed. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 7: Sunday routing would be shortened in downtown to begin/end at the City College Trolley Station. Continuing Sunday service west on Broadway would be available on Route 2. Also, the Sunday route would be shortened on the east end so that all trips would end at 69th Street at the Kroc Center. Bus service between Mid-City and Downtown La Mesa would be available on Route 1 on El Cajon Boulevard. Sunday frequency would be reduced to every 20 minutes. The Sunday span of service would be reduced to operate approximately from 6 a.m. to midnight.

Route 8/9: Sunday routing would be changed to operate Route 8 outbound from Old Town to Mission Boulevard and Garnet Avenue, and Route 9 inbound to Old Town from Mission Boulevard and Garnet Avenue Sea World would be served in both directions, by Route 8 outbound and Route 9 inbound. Service to Crown Point and on Garnet Avenue would not operate on Sundays. Sunday frequency would be reduced to every 30 minutes. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 10: Sunday routing would be shortened to end at the City Heights Transit Plaza at University Avenue and the 15 Freeway. Continuing Sunday service to College Avenue would be available on Route 7. Sunday frequency would be reduced to every 30 minutes. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 11: Sunday routing would be shortened to travel only between downtown San Diego, near First Avenue and Broadway, and Euclid Trolley Station, using Euclid Avenue to/from Logan Avenue. Service in Bankers Hill and Hillcrest would be provided on 4th and 5th Avenues on Route 120, which would make all local stops. Service to University Heights would be provided by Routes 1 and 15 on El Cajon Boulevard. Sunday service to Normal Heights would be provided by an extended Route 2, which would operate on Adams Avenue between 30th Street and the 15 Freeway. Service to SDSU would be provided by Routes 15, 936, and 955. Service to Paradise Hills would be provided by Route 4. Skyline and Kensington would not have a direct route on Sundays. The Sunday span of service on the remaining Route 11 segment would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 13: Sunday routing would be adjusted in National City to travel on Plaza Boulevard and D Avenue instead of 18th Street. Sunday frequency would be reduced to hourly. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 15: Sunday routing would be shortened to end at the City College Trolley Station. Continuing Sunday service west on Broadway would be available on Route 2. Sunday frequency would be reduced to every 30 minutes. The Sunday span of service would be reduced to operate approximately from 6 a.m. to midnight.

Route 20: Sunday routing would be slightly modified so that all trips would serve Kearny Villa Road between Balboa Avenue and Clairemont Mesa Boulevard. Sunday frequency would be reduced to every 60 minutes on the entire route. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 28: No Sunday routing changes proposed. Sunday frequency would be reduced to every 60 minutes. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 30: Routing would be shortened on both ends on Sunday, to only operate between Old Town and the V.A. Medical Center. Continuing service between Old Town and downtown would be available on the Blue Line. Continuing service between UCSD, the VA Medical Center, and UTC would be available on Route 201/202 or North County District Route 101. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 11 p.m.

Route 35: Routing would be shortened in Ocean Beach to end at Cable Street and Newport Avenue. Continuing service to Point Loma Avenue would not operate on Sundays. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 41: Routing would be shortened to end at UTC Transit Center. Continuing service between UTC, the VA Medical Center, and UCSD would be available on Route 201/202 or North County District Route 101. Also on Sundays, Route 41 would travel between Friars Road and Genesee Avenue via Ulric Street, Comstock Street, and Linda Vista Road, replacing Route 120 in Linda Vista. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 44: Routing would be changed in Linda Vista to use Meadowlark Drive and Health Center Drive (Sharp Hospital) instead of Linda Vista Road between Genesee Avenue and Mesa College Drive. Sunday frequency would be reduced to every 60 minutes. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 105: Routing would be shortened to end at Clairemont Drive and Clairemont Mesa Boulevard. Service on Genesee Avenue would be provided by Route 41. There would be no direct service on Clairemont Mesa Boulevard north of Clairemont Drive, or on Governor Drive. Also on Sundays, Route 105 would travel between Clairemont Drive and Morena Boulevard via Denver and Ingulf Streets instead of Burgener Boulevard and Milton Street. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 7 p.m.

Route 120: Routing would be shortened on both ends on Sunday, to only operate between Broadway, in downtown San Diego, and Fashion Valley. Route 120 would make all local stops on 4th and 5th Avenues on Sundays. Continuing service to Linda Vista would be available on a revised Sunday Route 41. Service to Meadowlark Drive, Sharp Hospital, and Health Center Drive would be available on a revised Sunday Route 44. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 10 p.m.

Route 201/202: No routing, frequency, or span-of-service changes are proposed.

Route 815: No Sunday routing changes proposed. Sunday frequency would be reduced to every 60 minutes. The Sunday span of service would be reduced to operate approximately from 7 a.m. to 6 p.m.

Route 864: Sunday routing would be shortened to end at Broadway and East Main Street in Bostonia. Service east of El Cajon would not be provided on Sundays. The Sunday span of service on the remaining Route 864 segment would be reduced to operate approximately from 7 a.m. to 6 p.m.

Route 874/875: Service to the Granite Hills area, east of Jamacha Road and 2nd Street, would not operate on Sundays. Sunday frequency would be reduced to every 60 minutes. The Sunday span of service would be reduced to operate approximately from 7 a.m. to 6 p.m.

Route 901: Sunday routing would be shortened to travel only between 12th/Imperial Transit Center in downtown San Diego and the Coronado City Hall. Service into downtown San Diego would be provided on Route 11 and the Blue and Orange Lines. Sunday service to Imperial Beach and Iris Avenue Trolley Station would be provided by Route 933/934. The Coronado Cays and the Silver Strand would not have a direct route on Sundays. The Sunday span of service on the remaining Route 901 segment would be reduced to operate approximately from 6 a.m. to 8 p.m. Sunday frequency would be reduced to every 60 minutes.

Route 906/907: New loop route replaces Routes 929 and 932 south of Iris Trolley Station. Routing is the same as the current Routes 929 and 932, with Route 906 providing clockwise service and Route 932 providing counter-clockwise service. The Sunday span of service would be 6 a.m.-8 p.m., and the frequency would be every 30 minutes on Sundays.

Route 929: Sunday routing would be shortened to travel only between Iris Avenue Trolley and 8th Street Trolley Station in National City. Service into downtown San Diego would be provided on the Blue Line. Service between Iris Trolley and San Ysidro would be provided on new loop Route 906/907. Main Street in San Diego would not have a direct route on Sundays. The Sunday span of service on the remaining Route 929 segment would be reduced to operate approximately from 6 a.m. to 11 p.m.

Route 932: Sunday routing would be shortened to travel only between Iris Avenue Trolley and the E Street Trolley Station in Chula Vista. Service between Iris Trolley and San Ysidro would be provided on new loop Route 906/907. Broadway north of E Street in Chula Vista, and National City Boulevard south of 8th Street, would not have a direct route on Sundays. Routes 13 and 961 provide an alternative for some locations in National City. The Sunday span of service on the remaining Route 932 segment would be reduced to operate approximately from 6 a.m. to 8 p.m. Sunday frequency would be reduced to every 30 minutes.

Route 933/934: Sunday routing would be changed to stay on Coronado Avenue and Imperial Beach Boulevard, without serving the 13th Street/Satellite Boulevard/Saturn Boulevard loop. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 936: No Sunday routing changes proposed. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 955: No Sunday routing changes proposed. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 961: Sunday routing would be shortened to end at Plaza Bonita. Service east of Plaza Bonita would not be provided on Sundays. Service to Encanto would be available on Route 4 or the Orange Line. The Sunday span of service on the remaining Route 961 segment would be reduced to operate approximately from 6 a.m. to 8 p.m.

Route 992: No Sunday routing changes proposed. Sunday frequency would be reduced to every 30 minutes. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 11 p.m.

Blue Line: The Sunday span of service would be reduced to operate approximately from 6 a.m. to 11 p.m.

Orange Line: Sunday frequency would be reduced to every 30 minutes. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 10 p.m.

Green Line: Sunday frequency would be reduced to every 30 minutes. The Sunday span of service would be reduced to operate approximately from 6 a.m. to 10 p.m.